

it was announced she was to be sold, had to put back with boiler trouble. It is now announced that extensive repairs, including the installation of new boilers, will be carried out before she again sails.

A report from New York states that the Canadian Pacific Ry. will have two new steamships completed in British shipbuilding yards for its trans-Pacific service, within three months. It is stated that Capt. Hopcraft, of the s.s. Empress of Japan, is to take charge of one of the vessels. They will, it is said, be 540 ft. long, and somewhat similar in size to the Canadian-Australian Line's s.s. Niagara.

The C.P.R. s.s. Empress of Russia, which has been refitted, after service from the commencement of the war as an auxiliary cruiser, is intended to sail from Hong Kong, China, Mar. 23, and from Vancouver on her first trip westward, Apr. 20, calling at Yokohama, Kobe, Nagasaki, and Manila. Thereafter the steamships Empress of Russia and the Empress of Asia, which is also being refitted at Hong Kong, after similar service, will sail every four weeks.

The Montreal Transportation Co.'s s.s. Northmount was reported recently to have been abandoned at sea, about Dec. 18, when bound from Newport News, Va., to Trinidad. The crew were picked up by the s.s. Yaqui, and landed at Turks Island. The Northmount was built at Dumbarton, Scotland, in 1908, and was of steel, with steel tank top, four watertight and two non watertight bulkheads, steel boiler house, steam pump wells, etc. Her dimensions were: length, 249 ft.; breadth, 43 ft.; depth, 19 ft. 5 ins.; tonnage, 1,908 gross, 1,172 register. She was equipped with triple expansion engines, with cylinders 18 x 30 x 48 ins. and 33 ins. stroke, 950 i.h.p. at 90 r.p.m., supplied with steam by two Scotch boilers 12½ by 11 ft., at 185 lbs. She had been engaged in grain traffic from the head of the lakes for some time, and during the war has been under charter for the West Indies service.

### Maritime Provinces and Newfoundland.

The figures of export traffic from West St. John, N.B., for December, show that 38 steamships cleared with 181,370 tons of cargo and 1,166 horses, against 20 steamships with 60,346 tons of cargo and 1,262 horses in Dec., 1914.

The Victoria Steamship Co.'s annual meeting was held at St. John, N.B., Dec. 29 when the report showed that the year had been a successful one. An offer was received for the purchase of the controlling stock, on behalf of some St. John and Fredericton parties.

The St. John, N.B., harbor revenue for 1915 was \$122,362.80, against \$97,998.01 for the previous year. During December 38 vessels cleared with 1,166 horses and 181,370 tons of cargo, against 20 vessels with 1,263 horses and 60,346 tons of cargo in Dec., 1914. The custom receipts for 1915 were \$2,554,212.11, against \$1,540,788.85 for 1914, and pilotage receipts were \$36,143.28 and \$33,012.93 for the two years respectively.

The Black Diamond Steamship Co.'s s.s. Coban ran ashore at Placentia, Nfld., at the end of December, and it was stated that she might become a total loss. She was, however, released and taken to St. John's, where repairs were undertaken. It was found after she was docked that only certain minor repairs could be carried out, until a new stern frame and rudder could be obtained, so the vessel was floated out of the dock Jan. 11, and towed to Sydney, N.S., where the balance of her cargo was removed.

### Province of Quebec Marine.

The overhauling of the Canada Steamships Lines' s.s. Rapids King, which was recently damaged by fire, has been completed at Sorel, Que. The damage was comparatively slight, and the overhauling did not include any change in the previous layout or decoration, the chief damage being in the saloon which was only slightly burned.

### Ontario and the Great Lakes.

The Canadian Stewart Co.'s steam tug A. M. Stewart, which was completed at Glasgow, Scotland, recently for work on the Toronto Harbor improvements, has been requisitioned by the Admiralty.

The Interlake Steamship Co., Cleveland, Ohio, has purchased the Cleveland Steamship Co.'s business at a valuation of about \$3,000,000. The Cleveland Steamship Co. operated 13 vessels in the Great Lakes trade.

The United States Lake Survey reports the levels of the Great Lakes, for December, in feet above tidewater, as follows,—Superior, 602.72; Michigan and Huron, 579.51; Erie, 571.37; Ontario, 244.78. As compared with the average December levels for the past ten years, Superior was 0.47 ft. above; Michigan and Huron 0.63 ft. below; Erie 0.36 ft. below and Ontario 0.72 ft. below.

The s.s. Turret Cape, which was stranded at Cove Island, Georgian Bay, Nov. 7, 1911, and abandoned to the underwriters as a total loss, and subsequently repaired and purchased by the former owners, was formerly registered in England. The register there was closed Jan. 9, 1912, and since then she has been operated as an unregistered vessel. She has now been registered in Canada by the Canadian Ocean and Inland Navigation Co., Toronto.

A New York report states that a large shipping company is in process of formation in connection with Great Lakes shipping, which will take over all vessels hitherto owned or controlled by railway companies, which have now, under the Interstate Commerce Commission's ruling, to divorce their railway and steamship interests. It is stated that an expenditure of from \$7,000,000 to \$10,000,000 is contemplated. W. J. Conners, Buffalo, N.Y., is said to be interested in the matter.

G. R. Crowe Steamship Co., Ltd., has been incorporated under the Dominion Companies Act, with \$50,000 authorized capital, and office at Toronto, with power to own and operate steam and other vessels and to conduct a general navigation business, etc. The company has acquired the s.s. G. R. Crowe, formerly owned by the St. Lawrence and Chicago Steam Navigation Co., Toronto, the sale of which, to A. B. Mackay, Hamilton, Ont., and other details, were given in our last issue.

The Great Lakes Transportation Co.'s s.s. Calgary is being converted into an oil tanker at Baltimore, Md., and will be utilized in this trade on the ocean. Reports to the effect that she has recently changed owners, emanating from New York, are not correct. She was originally registered as being owned by James Richardson and Sons, Ltd., Kingston, Ont., but this was merely pending the organization of the Great Lakes Transportation Co., of which Jas. Playfair is President and General Manager, and H. W. Richardson, Kingston, is Vice President.

**Russian Freight Rates.**—It is announced that rates on grain traffic, except oats, between Russia and China, for export, have been considerably reduced.

### British Columbia and Pacific Coast.

The construction of the Dominion Government grain elevator at Vancouver was expected to be completed by the end of January.

During December, 144,425 passengers were carried on the ferries between Vancouver and North Vancouver, a slight increase as compared with the previous month.

The north arm of Burrard Inlet was frozen over Jan. 3, and one of the Dominion Government steam tugs was dispatched from Vancouver to act as an icebreaker. This is the second time in 20 years that ice has caused any difficulty at this point.

### Mainly About Marine People.

Miss Annabelle Murray, who died in Montreal recently, aged over 90, was the only daughter of the late William Murray, of that place, who founded the Beaver Steamships Line.

F. H. Clendenning, Division Freight Agent, British Columbia Coast Service, and Ocean Steamship Lines, C.P.R., Vancouver, has received word of the death of his brother, from wounds, while serving with the 24th Battalion of Montreal.

Sir Arthur A. Booth, who has been created a baronet, is Chairman of the Cunard Steamship Line, and has rendered special services during the war in connection with the transportation of munitions, men and war supplies in various parts of the world.

Lt.-Col. G. P. Murphy, Vice President, Ottawa Transportation Co., Ltd., who is in the Canadian Army Service Corps, and has been engaged on staff work since the war began, will, it is said, be added to the staff of Major General Carson, who specially represents the Canadian Minister of Militia in England.

F. F. Pickard, formerly Inspector of Hulls for Victoria, B.C., is reported to have been a passenger on the s.s. Persia, which was sunk by the enemy in the Mediterranean Sea recently. As a member of the Indian Marine Reserve he was ordered to report in London, Eng., about three months ago, and it is stated that he was ordered to take charge of some machine shops in Mesopotamia, whence he was bound at the time of the disaster. As no list of survivors has been published, it is not known if he is amongst those saved.

### The Status of a Shipping Contract During War Time.

The case of James Carruthers and Co., Ltd., Montreal and elsewhere, and Danon Freres, Antwerp, Belgium, came before the King's Bench Division in London, England, recently, when a number of points arose as to the position of shippers in regard to contracts which were interfered with by the war. The first named firm were sellers of wheat under a c.i.f. contract, and had up to Sept. 15, 1914, to make deliveries. The latter firm, as buyers, sued for damages for failure to deliver, and the question arose as to whether there was a breach of contract, having regard to the conditions that existed during August and September of that year. The court was asked to say that non delivery was excused by the exception clauses in the contract, and whether there was prevention within that clause owing to the impossibility, as claimed, or difficulty of getting vessels at the material dates to carry freight from American ports for delivery at Antwerp. It was also asked to say if circumstances did not arise which discharged the parties from their obliga-